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115 South 6th St., WASHINGTON—610

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LONDON OFFICE—32 CORNHILL ST., TRAFAL-

GAR SQUARE.

CELEBRATE IT WORTHILY.

The final opening of the new aqueduct is an event important enough to make a majestic civic display on the occasion a most fitting thing. There is a modesty which has close to pusillanimous apathy that an unbiased vision cannot discriminate one from the other.

To let such a worthy cause for municipal pride pass unnoticed seems to be a modesty of this kind. The earlier Manhattaners were not so timid. When the little town of 300,000 souls witnessed the opening of the old aqueduct there was public jubilation, and the just exultation of their sons broke forth in impressive ceremonies and general festivity.

The construction of the new aqueduct is the biggest piece of hydraulic engineering in the world. The benefits conferred upon the town by the profuse distribution of water made possible by the new aqueduct are of primary importance.

Not only are the citizens enabled to keep clean, for we might be dirty and still great, as our streets attest, but it is of enormous help to commerce and a comforting security against the ravages of flames.

Celebrate this notable event when it occurs, as that other stupendous work, the Brooklyn Bridge, was celebrated on its completion. It is a worthy occasion.

MR. PLATT MUST PAY WEEKLY.

The Honorable T. C. Platt has strenuously contended that express companies are not subject to the law compelling weekly payment to employees, because such companies were incorporated by special act and were organized as joint stock companies.

Mr. Platt's vivid interest in express companies needs no explanation to those who know that the honorable ex-Senator presides over the United States Express Company. The wages of this company's employees have been cut ten per cent. of late, and the Factory Inspector has received numerous complaints and demands for weekly payment.

The Attorney-General has replied to the Factory Inspector's question on this point, that express companies are specifically referred to in the new statute, and hence they cannot escape as joint stock companies.

The British soldiers in revolt is a very large star to show how strongly the wind of independent feeling and action is blowing in the realms of Her Majesty. There is quite a difference between the red-coats who revolt at small restrictions in garrison during the hurling times of peace and the red-coats who hurl themselves with heroic challenge against the belching cannon at Balaklava. Let the laureate write an ode on the later Tommy Atkins.

It is not a morbid fastidiousness which requires that the public baths shall be supplied with clean water. Letting sewers empty into them is not a wise scheme for insuring this cleanliness. Sore eyes among the bathers in one such public bath have called attention to the need of a stricter supervision in this matter. Keep the baths clean at any cost.

Americans have a fashion of disclaiming a thing because it happened a week ago. The wrong has not been righted, the principle which calls for redress is unimpaired, but it is past, and the appeal to sentiment has tremendously weakened. It is to be hoped that this will not be the case in regard to the dread event at Auburn.

How Mr. BEATTIE must rejoice at seeing intervals of silence about the dirty street! But, dear Mr. BEATTIE, if the community were deaf and dumb they would still think, oh! how they would think.

SPOTLETS.

Why milk famine? Nobody eats milk.

Isn't it rather early for advance notices of Fall?

Now the beach girls have taken to driving in the bathing costumes. This is coming out a little too much, dear Sirs.

A crow's egg has a crow in it, but a hen's egg does not.

As soon as a child begins to crawl, his mother is all to go.

If you only give him a lot and ball, and the use of a vacuum.

"Dear one, I shall never be able to sit my Summer engagements," she started. Actress "Society" girl.

Is she called a chaperone because she has to watch the chap?

"The Kretzner Senate" still remains a composition, although Anthony Comstock tried to make it a decomposition.

Lord Brassey is going to marry Miss Kitty Capel. He must be a brassy fellow to aspire to a girl.

A man who takes his bath has now got to actually take his steam. Just there some steam!

How to get Prof. Quack, the author of "How to get Prof. Quack to quit his job?"

BLOCKED.

(Continued from First Page)

eight hundred went out last night, but over three hundred of them came back and were ready to go to work again this morning.

WILL BACKLASH STRIKE.

Will those who failed to report be blacklisted by the Company?

"Yes, the Company is determined not to be dictated to by any one. Every man who is employed by the Company during the strike, whether he is a green hand or not, will be retained by the road at all hazards."

This statement I cannot make too emphatic. The Central road will stick by the men who are faithful to it, even if it has to go out of the business."

"The President Webb looked very determined when he said this."

He added that only a few of the trackmen, engineers and trainmen had struck, and that during the morning he had received reinforcements from all along the line of the road and men were applying for positions all the time.

Those that these hundred men, he said, had been taken on this morning, mostly green men from the country.

In addition to this a very large number of men had been transferred from the freight yards in the city to the Grand Central yard.

The following order was this morning issued:

NOTICE TO ALL EMPLOYEES.

It is the intention of the N. Y. C. and H. R. R. Co. to employ the present strike to the end. All employees who remain loyal to the Company will receive all necessary protection.

Those who do not go to work will be considered as having left the service, and their places will be filled as rapidly as possible.

By order of the President Webb, Gen. Supt. Theodore Roosevelt, Gen. Supt.

It was also stated at the office of the Company that as soon as the New York Central freight would be transferred to the West Shore Road, as there was yet no trouble on that line.

THE TRAINS OUT.

Yard Master Stephenson said that the last passenger train which left the Grand Central Depot this morning was the Buffalo Express, which started at 4.35 a. m.

The next train was the Harlem local which left at 4.40 a. m.

At 4.50 a. m. the regular Buffalo Express was dispatched, and this served to relieve part of the crowds which thronged the waiting rooms at the Grand Central Depot.

The Saratoga Special was the next train out at 5.00 a. m., twenty minutes late, and at 5.10 a. m. the Chicago Express, via the Michigan Southern, and at 5.20 a. m. the Western Express.

PLEASING TO COMMUTERS.

"We will also run as many locals as possible over both the Central and Harlem lines," said the President Webb.

Up to 2 p. m., however, very few local trains went out from the Grand Central depot over either of these lines.

The arrival of trains was also very irregular and all were more or less behind time. The blockade affected most seriously the business men who live in the suburbs of the city along the lines of the Central, Harlem and New Haven roads.

CRUISE FOR THE TRAINS.

The first train that came in over the New Haven road arrived at the Grand Central about 8.30 a. m. It consisted of eleven cars, and they all packed the cattle cars. Not an inch of standing room remained, and the platforms of the cars were swarming with passengers.

After this train there were no more received from the New Haven road. They were sent down the Portchester branch and the passengers transferred to the elevated roads over the Harlem Bridge at Second avenue.

FIRST NEW HAVEN TRAIN.

The first train sent out over the New Haven road was the Boston Express. It left the Grand Central at 3.20 a. m., an hour late.

No Harlem Railroad trains were run during the forenoon after the early local had been dispatched.

Inspector Williams and Capt. McCall, high and Melville were in command of a force of 200 police at the Grand Central Depot and the adjacent yards. After the tunnel had been cleared it was picked up with policemen all the way up to One Hundred and Tenth street.

MILK TRAIN LOST.

There was great excitement among the milkmen, because the milk train which was to leave the Harlem road yesterday made its appearance, and no one could find out where it was.

It usually brings from 1,500 to 1,600 cans of milk to the city.

It was reported that it had been stalled at White Plains, with very little prospect of getting in till afternoon.

ADVERTISING FOR MEN.

The following advertisement appeared in this morning's papers:

WANTED: A number of gentlemen and freight conductors. Address, stating age and experience, to the Editor of the World.

This was inserted at the instance of the New York Central Company. Over one hundred men answered it. The Company claimed that it had got all the men it wanted to take the places of the strikers if it is only given time.

WEIR SAYS HE'S WINNING.

At 2 o'clock Vice-President Webb told an Evening World reporter that the road business and that the regular trains were running out of the Grand Central Depot on time.

"We are refusing applications of men who are claiming to be regular employees," he said, "and the strike is practically settled as far as this end is concerned."

At that hour, however, tickets sold at the Grand Central were sold subject to delay.

General Manager Towner and Assistant Superintendent Payne were at the Port Morris and Manhattan stations this morning trying to get trains through.

Reports from that point say that there were no down Harlem locals and that men were being sent through to the Grand Central Depot. Fully sixty locomotives are in the Mott Haven yards standing on the tracks.

ENGINEERS IN COLLISION.

A collision occurred between two engines in the Mott Haven yard which was damaged by two men each. The engines ran into the other causing slight damage.

ANXIETY AT THE WEST SHORE.

The Strike Certain to Be Declared This Afternoon.

It was anticipated that a strike would be ordered on the West Shore before 8 o'clock this morning, but at that hour none had been ordered, and trains were arriving and departing at the Westchester station practically on time.

There had been no delay of trains up to 9.05 o'clock. The Albany train went out on time at 9.40, 7.10 and 8.40 a. m., and the Newburg train at 9.05 o'clock.

Although trains were arriving and departing according to the schedule at Westchester the West Shore officials were very uneasy, and evidently feared that a

strike among the employees of the road would be ordered on the West Shore before 8 o'clock this morning, but at that hour none had been ordered, and trains were arriving and departing at the Westchester station practically on time.

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